

Down the Potomac Amid Scenes That Recall Nation's Pioneers

BY JAMES A. BUCHANAN.

It has long been a matter of surprise to many that the beautiful advantages of the Potomac river, have not been utilized. If one stops to think of the many things that could be done here, it is a body of water on which there could be held entertainments for thousands, and there would be the means of bringing hundreds of visitors to Washington.

There could be, for instance, motorboat races from ten to 200 miles long, say from here to Alexandria and return, or to Beales and back. The river also affords vast stretches on which could be held sailing contests over courses of any desired length. Then again, there could be flights of hydroplanes and some of these could be in the nature of "stunt" races—flying five miles, then descending to the water and picking up a dummy representing a canoeist clinging to the bottom of his upturned craft. There could be other flights of all kinds, some simulating conditions that might be found in war times, while many others could be evolved by the naval aviators. Aside from the entertainment feature, it would be excellent practice for the young men that handle the controls of these huge machines. Dummy bombs also could be dropped.

LEAVING the amusement feature entirely out of the question, think of the demonstration it would be for the men in Congress, many of whom have but a hazy idea of what the sea birds can really do. There could also be regattas and pageants that would show the early history of the river, a stream that is associated with many incidents that are not mentioned in the histories used in the schools.

It is not beyond the power of man to give exhibitions of how the submarines work, how they dive, spot an enemy ship, emerge from the water's depth, prepare for action, and how they can glide along the surface of the water smoothly and with but a faint swish from the bow of the deep-sea craft.

We might also have sham battles, showing how the dashing marines operate when they are sending a landing party ashore to fight a foe. The river affords a great opportunity to show how the engineers work, how they build pontoon bridges and do a dozen or more things that the general public believes impossible of accomplishment.

Fifty years ago the following lines were written:

All quiet along the Potomac tonight;
Where the soldiers lie peacefully dreaming:
Their tents in the rays of the clear autumn moon.

Or the light of the watch fires are gleaming,
A tremulous sigh, as the gentle night wind
Through the forest leaves softly is creeping:
While stars up above, with their glittering eyes.

Keep guard for the army is sleeping.

All quiet along the Potomac tonight:
No sound save the rush of the river:
While soft falls the dew on the face of the dead.

The poet's of duty forever.

And the line, "All quiet along the Potomac," has for years been repeated by thousands of people throughout the land.

ACCORDING to reports that have been handed down from generation to generation, members of a company of Spaniards, from the state of Florida, were the first white men to navigate the Potomac, making the trip about 1570, but as no complete records were left the discovery of the river has been generally credited to Capt. John Smith, according to the records of old Virginia, as far as Little Falls, just above the site on which this city now stands.

The average American is, as a rule, keenly intent upon seeing something that is afar, but if those who live in this city will take the time to journey up and down the Potomac they will find that the far-famed Hudson river, even with its beautiful scenery, does not by any means overshadow the Potomac, and many of the streams in Europe which some Americans admire do not begin to have the wealth of beauty that one can observe from here to the mouth of Chesapeake bay.

Just a few miles up the stream we have the Great Falls, a beautiful spot and one that is replete with historic associations. If one were to delve into the archives of tidewater Virginia, and also secure access to many of the letters and records of the possession of old Virginia, he would find a wealth of material which would form the basis of a most interesting series of stories telling of the early days of the nation. In fact, the country through which the Potomac flows may well be called "the cradle of the nation."

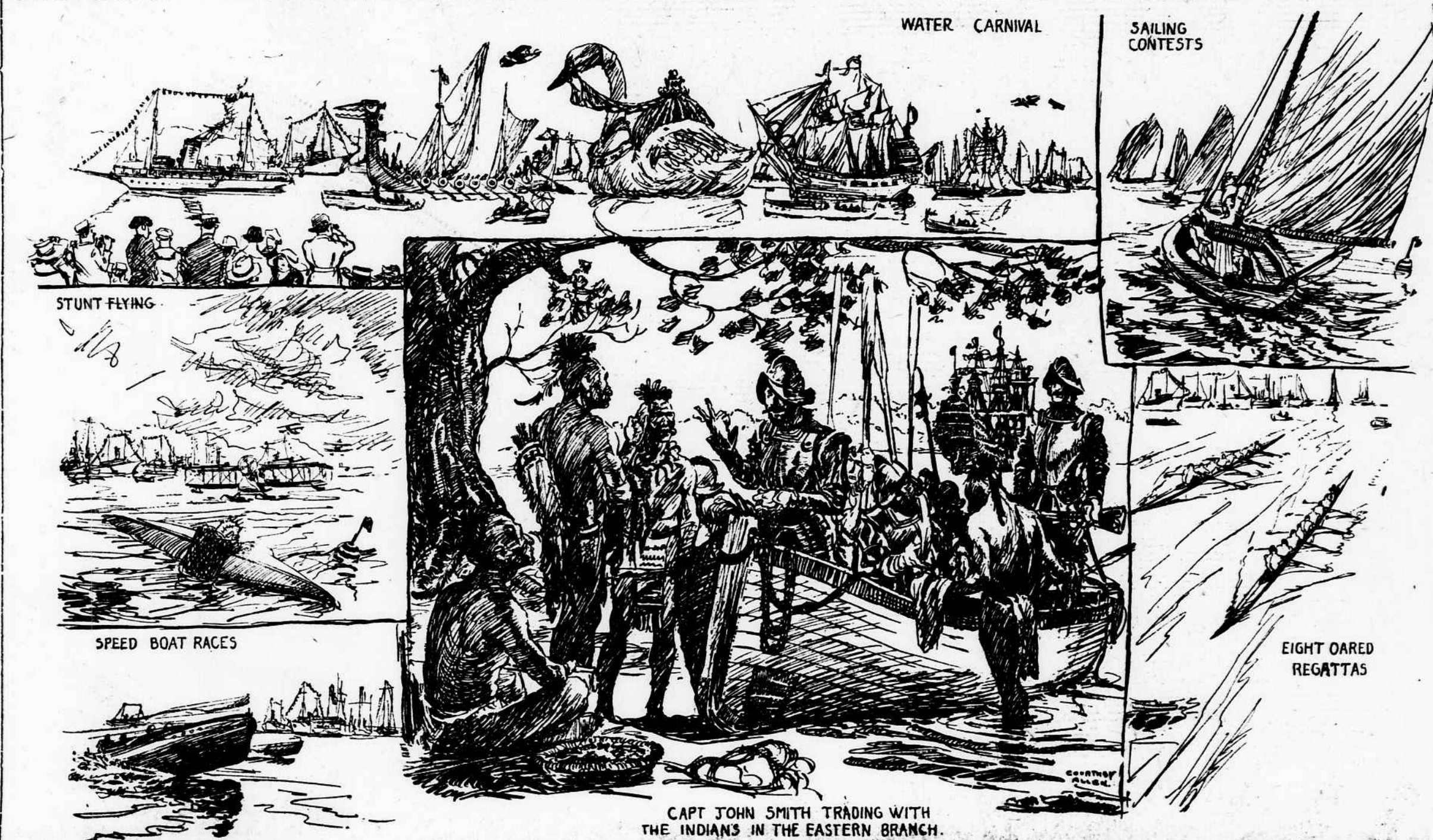
Stop and think of the many famous men and women that have lived in Washington, Virginia and Maryland and the great deeds they performed. Generation after generation played a most important part in the building of the great structure that is known as the United States of America.

BOARD a steamer that makes a trip down the famous stream and one finds at the end of the journey that he has learned much about a wonderful section of the country. Just before he leaves the dock his gaze wanders across the acres of reclaimed ground where golf links afford amusement and gardens produce fresh, crisp vegetables. Beyond is the great white amphitheater, where rest the mortal remains of the unknown soldier; just beyond, the three great spider-like structures, the wireless towers that have a radius of 2,000 miles or more. Pause and consider what interesting reading it would make if it were possible to secure copies of the messages that were sent from and received at these towers during the late war, and then think of what Capt. John Smith would say if he could have been there to hear the crackling as the words were

cast out into space, each word filled with deep significance. Let your gaze wander to the right and there is the old Lee mansion, the home of one of the greatest generals that the world has ever known. Beyond rest the dead of three wars, men who will rest until another and greater call comes.

Turn again to the right and there

Traveler on Beautiful Stream Is Reminded of Many Things That Might Be Done to Utilize It for Entertainment or to Demonstrate the Resources of the Fighting Branches of the Government Service—Associated With Earliest American History and With Many Other Events Which Have Been Turning Points in the Republic—Tradition of the Spaniards Who Are Said to Have Been Very Early Explorers in This Section.



is the great memorial to Abraham Lincoln, a beautiful edifice. Then again we see the Washington Monument, the White House and the Capitol with its inspiring dome. Still turning to the right, there is a glimpse of the navy yard and then the War College, the finishing school of Uncle Sam's soldiers; then the last word in modern warfare, the flying machines, both of the Army and the Navy.

The whistle blows a last warning, a gong in the engine room tells us that we are about to start, ropes are cast off, and we commence the journey, a trip that will long be remembered. As the War College is passed we run into the Anacostia river, or Eastern branch, as it is locally known. It was about at this point that Capt. John Smith, in 1608, bartered with the Indians for beaver skins. On the top of a hill to the left stands St. Elizabeth's, the government hospital for the insane. Just below, on the same side of the stream, is the Fifth Stirling steel plant, where large projectiles are fabricated.

A RUN of six miles brings us opposite the historic city of Alexandria, laid out in 1743 by Lord Fairfax and Lawrence Washington. It was from this point that Gen. Bradwood launched his attempt to capture Fort Duquesne. In the city of Alexandria are located two specially notable structures. The first is Christ Church, where George Washington worshipped; the other, the Masonic Hall, over which he presided as worshipful master. It was in this city that Col. Ellsworth was shot for pulling down a Confederate flag. Many people in the north to day bear, as a Christian name, Ellsworth, children having been named for him shortly after he was killed. Here, also, is a naval torpedo station, while at the southern end of the town a shipyard was established during the late war period. There several ships were launched.

Alexandria in the early days was one of the most prominent cities in the United States. About three or four miles below the city is the Episcopal theological seminary and from this institution of learning have graduated numerous clergymen who have risen to high positions in the Episcopal Church. At an equal distance from Alexandria is Fort Foot, a relic of the olden days, but one that is used to a certain extent by the Engineer Corps.

Passing beyond this point the steamer heads for Fort Washington, Md., which was built in 1808 but destroyed by the British six years later. While the high walls of masonry present a formidable appearance, they would not stand up for an hour under the fire of the modern day guns. Modern batteries are located back of the wall, but these would be of comparatively little use except under certain military conditions.

On the opposite side of the river, a little farther to the south, is Fort Hunt. There is an old saying in Europe that "nobody but fools and Americans believe in forts," and there is considerable truth in this statement. Those who have witnessed the wreck that was made of the forts at Liege, Belgium, will to a certain extent, at least, subscribe

to the European opinion of forts.

RIGHT near the foot of the hill at Port Washington is the mouth of Pleasantway creek, and it was here that Leonard Calvert conferred with the Indians as to the matter of establishing a colony of white men. He, however, finally decided it was too far inland and the project, for that time at least, was abandoned. Here are some of the buildings of United States fish commission, used for the propagation of different kinds of fish with which to stock the streams of the country.

Passing on, one catches the first glimpse of the estate that was owned by the Father of his Country, Mount Vernon. Atop the hill is the historic home, with its famous white columns. Contrary to the general opinion, Mount Vernon was not built by George Washington, but was erected by Lawrence Washington in 1743 and bequeathed to the American general in 1759.

Diagonally across from this point is Marshfield Hall, formerly the home of the Marshalls, relatives of the celebrated Chief Justice of the United States. This hall is at the mouth of Pohick creek. In the town of Pohick is the church that George Washington attended as a lad. Another interesting sight is Gunston Hall, built by George Mason in 1758. Mason was the author of the Virginia bill of rights, and was one of the framers of the Constitution. The river makes a bend around Hall's Point, giving one a view of Glymont and Indian Head. Around the point is the naval proving ground, where formerly the big guns for warships were tested, but owing to the increase in range, the largest guns are now tested at a point farther down the river. A smokeless powder factory is located below the Indian Head proving grounds.

THE traveler will notice that the river is becoming much wider.

den wilderness.

The next point of interest on the trip is the wharf built by the United States engineers for their convenience at Camp Humphreys. This wharf is at the mouth of Pohick creek. In the town of Pohick is the church that George Washington attended as a lad. Another interesting sight is Gunston Hall, built by George Mason in 1758. Mason was the author of the Virginia bill of rights, and was one of the framers of the Constitution. The river makes a bend around Hall's Point, giving one a view of Glymont and Indian Head. Around the point is the naval proving ground, where formerly the big guns for warships were tested, but owing to the increase in range, the largest guns are now tested at a point farther down the river. A smokeless powder factory is located below the Indian Head proving grounds.

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To the right is the mouth of Quantico bay, where is located the work-

house of the District of Columbia. Historians state that the Spaniards who came up the Potomac in 1570 reached this point. Below this merging body of water is a small creek—Neabsco—at the mouth of which there was found, in 1837, the oldest monumental inscription in the United States, probably marking the grave of one of John Smith's brave little band. The inscription reads as follows: "Here lies ye bodie of Lieutenant William Harris, who died May ye 16 in 1608, aged 65 years. By birth a Briton, a good soldier, a good husband and neighbor."

On the Maryland side of the river we see Stump Neck. It was at this point that the marines established their rifle range, and it was here that many of the sharpshooters of that branch of the service were trained. A few miles below is Quantico, the large marine camp. Near there, at

is Widewater, a station on the Rich-

mond, Fredericksburg and Potomac railway. It was just off Widewater that the late President Cleveland used to go for a large portion of his duck shooting, and it was not far from this spot that Prof. Langley conducted his experiments with a flying machine. In fact, it is now conceded that it was here that the first heavier-than-air machine ever flew. Those who resided in Washington at the time will recall that Langley's machine started from the top of a large ark anchored in the river, obtaining its momentum from heavy springs at the end of a track laid for the machine. The model flew 1,000 feet in one and a half minutes, on May 6, 1896. The experiments conducted by Langley are now acknowledged to have been invaluable to aerial navigation, and while numerous mental mossbacks shook their heads and decreed that Langley was a bit "daft," time has proved that the machine was a genius and a man of vision.

ABOUT forty-one miles from Wash-

ington is the mouth of Aquia creek, and according to tradition, at the head of this stream were located the fabulous silver mines of the Indians. Before a railroad connection had been completed between the north and the south it was at the mouth of this creek that the old mail boats landed their passengers from Washington and the north, and during the war of 1861 it served a similar purpose. Continuing, the steamer is steering nearly northeast. There is a sharp bend in the river, and in entering this "reach" we view the first lighthouse since we left Fort Washington, the present one being Maryland Point light. The lighthouse is situated well over on the Virginia side, the Maryland side proper being on the opposite side of the channel. It was at this point that Capt. Gordon anchored the British fleet at the time numerous buildings in Washington were destroyed. On the Maryland side is Nanjemoy Stores, or, as it is now called, Riverside. Next we see another lighthouse, Upper Cedar point, situated fifty-one miles from the mouth of Port Tobacco creek, named in honor of an Indian queen, who, according to tradition, was one of the converts of Father White in 1635. Tobacco has been raised in this section of the country for many years. One also catches a glimpse of St. Thomas Catholic Church, Lord Calvert was instrumental in securing for the Catholic Church many grants of land on the Maryland side of the river.

Continuing down stream, we reach Mathias Point light, and it was here during the civil war that the first Confederate batteries were established, the guns coming from the Norfolk navy yard. Here also Capt. Ward of the gunboat Resolute was shot.

Below the last-mentioned lighthouse, down the river a few miles, is Pope's creek, the terminal of the Baltimore and Potomac railway. From here there is a small boat that transports mail and other articles to Colonial Beach. Just above the mouth of Pope's creek, situated near the brow of the hill, is a small white house. It was on the site of this

house that Dr. Mudd set the broken

leg of Booth while he was attempting

to escape after having assassinated

President Lincoln.

Near this point Booth crossed the

river. Ludlow's Ferry, which is but

a short distance below Pope's creek,

is the place where contraband articles

were ferried across the river during

the civil war period.

SIXTY-ONE miles from Washington

is Lower Cedar Point lighthouse,

and while you pass on the starboard

side of the light, Cedar Point proper

is on the Maryland bank. This place

was formerly used as an excursion

resort and derived its patronage from

Baltimore and Washington.

Below Cedar Point is the mouth of

Machodoc creek, and it is back of

this that the new naval proving

grounds are located, this being the

testing point for the largest guns.

Just beyond is Colonial Beach, the

largest and most popular summer

resort on the river. During the winter

many excellent oysters are dredged

off Kettlebottom shoals, just abreast

of the beach, where the old hotel

stands. This is also a famous spot, be-

ing the home of the dashing general,

Lighthouse Harry Lee.

Another interesting spot just below

Colonial Beach is the mouth of Mon-

roe Bay, named in honor of President

Monroe, who first saw the light of day

a short distance from the head of that

body of water.

One of the most interesting and his-

toric spots in this section of the coun-

try is Wakefield, where George Wash-

ington was born.

The home was destroyed before the

Revolutionary war, but the spot is

marked by a monument with the fol-

lowing inscription:

"Here, on the eleventh of February

(A. D.), 1732, George Washington was

born."

Not far from this spot is Stratford,

the ancestral home of the Lees. The

original home was built by Thomas

Lee, in 1730, of bricks brought over

in a sailing vessel from England. After

the house was burned, according to

tradition, it was rebuilt by funds sup-

plied by the Queen of England.

Just below one views the Nomin-

i Creek, where there are large beds of

ocean marl. Across from this point

is Blackstone Island, and it was here

that those who sailed on the Dove

held the first religious service in Mary-

land, and upon the conclusion of the

service erected a cross. Back of the

island are St. Clements and Bretons

bays. At the head of one is Leonard-

town, named in honor of Benedict

Leonard Calvert, the fourth Lord Bal-

timore. Not far from Leonardtown is

the estate of Francis Scott Key.

NOMINI Creek, particularly de-

scribed by Capt. John Smith in

1608, is the point that we now enter.

The record of Capt. John Smith in

describing this portion of the country

is as follows:

"For about thirty miles after enter-

ing the river no sign of life had been

seen, but we had hardly entered a little

bayed creek toward Onanawmet

(Nomin) when we found all the woods

roundabout laid with ambuscades

to the number of three or four thou-

sand savages, so strangely painted,

grimmed and disguised, shouting, yell-

ing and crying as so many spirits from

Saturn's Power in August to Bring Earthly Sorrow, Astrologer Says

BY MARION MEYER DREW.

These forecasts have greatly entertained students of horoscopes. The author's predictions apply only to those who were born on the dates given.

PEOPLE born on the 7th, 8th, 9th or 10th of this month in any year have a decided tendency to investigate all curious and extraordinary paths of thought during the month, on account of the transit of their sun at the time of the mystic forces subject to the planet Neptune. Sir Arthur Conan Doyle is a strong Neptunian man, and his interest in spiritism is a manifestation of this influence. Doubtless a number of new followers whose birthdays come in the group of dates listed below will come forward in the course of the next four weeks:

1870—October 3 to 7.

1872—August 20 to 30; September 10 to 15.

1874—August 18 to 23.

1874—October 25 to December 18.

Strong for psychic experiences.

1875—July 29 to September 1.

Same true of this group.

1876—March 2 to June 13.

1889—May 27 to June 21.

1896—July 20 to 29.

An interesting thing to note about this transit is that it affects largely people in middle life, the very young or the aged not feeling the urge toward psychic investigation. Younger people feel more keenly the transits of Mars and Jupiter, while old people are more sensitive to the influence of Saturn.

DURING August, 1922, Saturn holds

most strongly those born on Sep-

tember 27 to 30 of any year. In spite

of the fact that, generally speaking,

solar conditions are such as to free

business from the depression of the

early part of the year, Saturn affects

too many people during the late sum-



force is to cause disappointments, de-

lays and sorrows, and most of the

dates given in the following para-

graphs will feel the depression which

results from any strengthening of the

Saturnian force in their lives:

1870—October 8 to 19.

1871—January 9 to 26; February 23

to March 9; June 23 to July 2; August

13 to 22; September 19 to 30; Novem-

ber 8 to 14.

1874—August 23 to September 12;

November 7 to 14.

1876—October 18 to 25; November 5

to 10. This is not a serious way.

1877—August 15 to September 2;

October 12 to 17.

1878—October 1 to 13.

1879—August 15 to 25; September 11

to 20; November 9 to 15.

1880—September 9 to 17.

1882—August 14 to 17 and 23 to 29.

1884—August 1 to 8; August 29 to

September 14; November 6 to 10.

1885—August 24 to 30; September 21

to December 31.

1886—January 1 to March 7; March

15 to September 10.

1887—August 15 to September 13.

1889—November 16 to 24.

1892—September 24 to October 27.

1893—June 1 to July 11.

1895—August 21 to September 5;

September 19 to 27.

1895—February 11 to 20.

August is an important month for

those born on October 12, 14, 16, 18